

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-37 (Canceled).

38. (New) A method of controlling a vehicle having a first running mode wherein a driving shaft torque of the vehicle is controlled according to a first target value determined from an accelerator pedal position and a second running mode wherein the driving shaft torque of the vehicle is controlled according to a second target value determined from at least one of a target vehicle speed and a headway distance of said vehicle, comprising:

when said second running mode is changed to said first running mode, changing the target value of the driving shaft torque instantaneously from the second target value to the first target value.

39. (New) A method according to claim 38, wherein a time constant of 200 seconds or less is set for transition from said second running mode to said first running mode.

40. (New) A method of controlling a vehicle having a first running mode wherein an engine torque of the vehicle is controlled according to a first

target value determined from an accelerator pedal position and a second running mode wherein the engine torque is controlled according to a second target value determined from at least one of a target vehicle speed and a headway distance of said vehicle, comprising:

when said second running mode is changed to said first running mode, changing the target value of the engine torque instantaneously from the second target value to the first target value.

41. (New) A method according to claim 40, wherein a time constant of 200 seconds or less is set for transition from said second running mode to said first running mode.

42. (New) A control apparatus for a vehicle having a first running mode wherein a driving shaft torque of the vehicle is controlled according to a driving shaft torque of the vehicle from an accelerator pedal position and a second running mode wherein the driving shaft torque of the vehicle is controlled according to the second target value determined from at least one of a target vehicle speed and a headway distance of said vehicle, wherein the control apparatus is configured such that,

when said second running mode is changed to said first running mode, the target value of the driving shaft torque is changed instantaneously from the second target value to the first target value.

43. (New) A control apparatus according to claim 42, wherein a time constant of 200 seconds or less is set for transition from said second running mode to said first running mode.

44. (New) A control apparatus for a vehicle having a first running mode wherein an engine torque of the vehicle is controlled according to a first target value determined from an accelerator pedal position and a second running mode wherein the engine torque is controlled according to a second target value determined from at least one of a target vehicle speed and a headway distance of said vehicle, wherein the control apparatus is configured such that, when said second running mode is changed to said first running mode, the target value of the engine torque is changed instantaneously from the second target value to the first target value.

45. (New) A control apparatus according to claim 44, wherein a time constant of 200 seconds or less is set for transition from said second running mode to said first running mode.